

SIXTY-SIXTH

ANNUAL REPORT OF THE BOARD OF DIRECTORS

OF

THE MICHIGAN CENTRAL RAILROAD COMPANY

TO THE STOCKHOLDERS

FOR THE YEAR ENDED

DECEMBER 31 1911



DETROIT

MICHIGAN

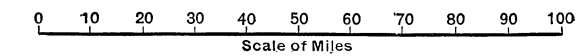




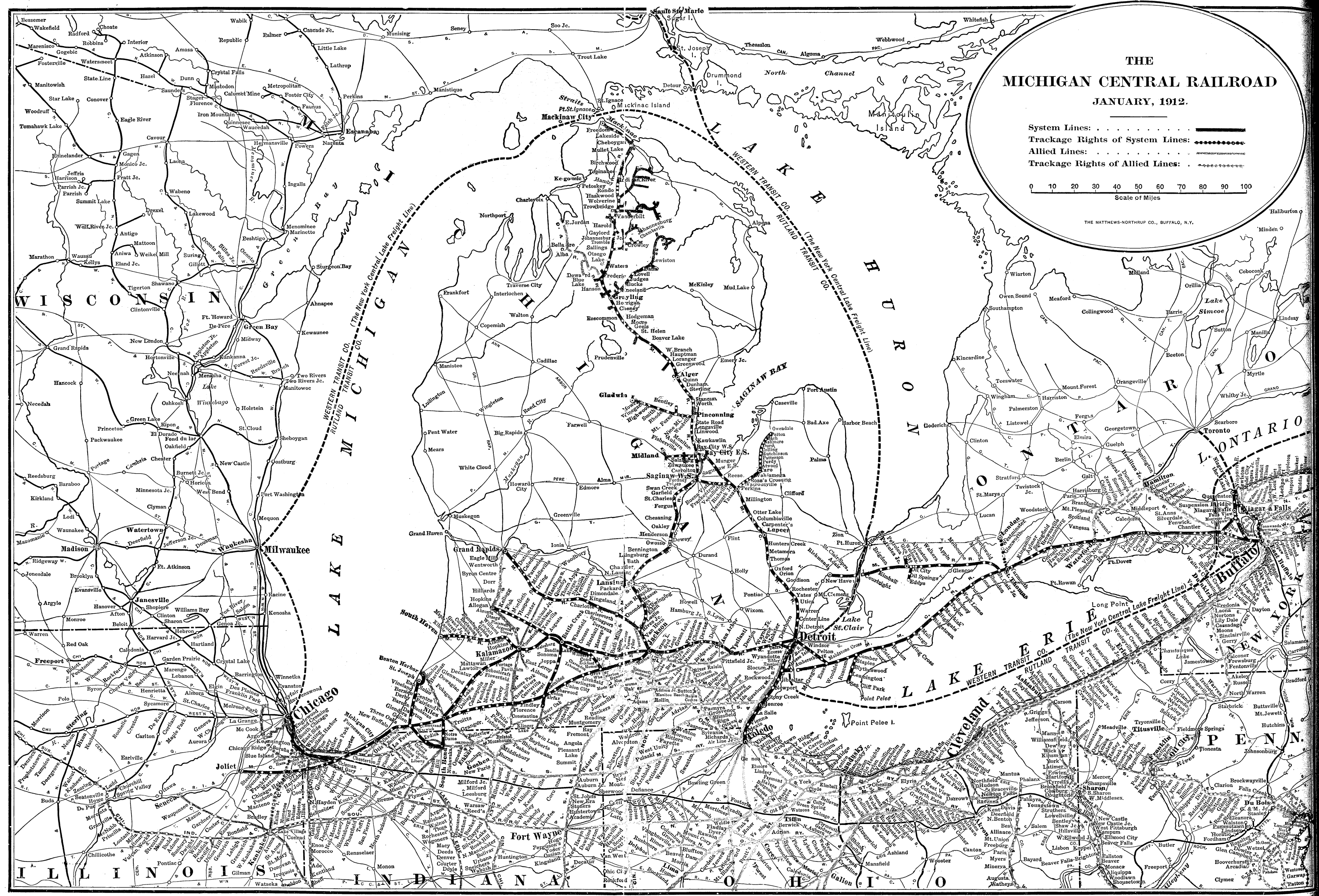
# THE MICHIGAN CENTRAL RAILROAD

JANUARY, 1912.

System Lines: . . . . .  
Trackage Rights of System Lines: . . . . .  
Allied Lines: . . . . .  
Trackage Rights of Allied Lines: . . . . .



THE MATTHEWS-NORTHROP CO., BUFFALO, N. Y.



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DETROIT  
MICHIGAN

# ORGANIZATION OF THE MICHIGAN CENTRAL RAILROAD COMPANY

DECEMBER 31, 1911

## DIRECTORS

Elected at the annual meeting of stockholders held at Detroit, Michigan, May 4, 1911

HENRY B. LEDYARD, *Chairman*

WILLIAM K. VANDERBILT	J. PIERPONT MORGAN
FREDERICK W. VANDERBILT	WILLIAM ROCKEFELLER
CHAUNCEY M. DEPEW	JAMES STILLMAN
LEWIS CASS LEDYARD	WILLIAM C. BROWN
WILLIAM K. VANDERBILT, JR	GEORGE F. BAKER
WILLIAM H. NEWMAN	MARVIN HUGHITT

## EXECUTIVE COMMITTEE

HENRY B. LEDYARD, *Chairman of the Board of Directors*\*

WILLIAM C. BROWN, *President*\*

WILLIAM K. VANDERBILT	LEWIS CASS LEDYARD
FREDERICK W. VANDERBILT	WILLIAM ROCKEFELLER
J. PIERPONT MORGAN	WILLIAM H. NEWMAN

JAMES STILLMAN

*\*Members ex officio*

## OFFICERS

President	WILLIAM C. BROWN	New York
Assistant to President	WILLIAM K. VANDERBILT, JR	New York
Vice President	JOHN CARSTENSEN	New York
Vice President	CHARLES E. SCHAFF	Chicago
Vice President	ALBERT H. HARRIS	New York
Vice President	CHARLES F. DALY	New York
Secretary	DWIGHT W. PARDEE	New York
Treasurer	CHARLES F. COX	New York
Local Treasurer	JOHN E. GRIFFITHS	Detroit
General Auditor	RICHARD M. HUDDLESTON	Chicago
Auditor	FRANK O. WALDO	Detroit
General Counsel	HENRY RUSSEL	Detroit
General Solicitor	CLYDE BROWN	New York
General Land and Tax Agent	HERBERT D. HOWE	Chicago
General Manager	RICHARD H. L'HOMMEDIEU	Detroit
General Superintendent	SHELDON W. BROWN	Detroit
General Supt. Freight Transp.	HERBERT J. MERRICK	Chicago
Chief Engineer	GEORGE H. WEBB	Detroit
Superintendent Motive Power	EDMOND D. BRONNER	West Detroit
General Purchasing Agent	SYDNEY B. WIGHT	New York
Purchasing & General Tie Agent	JOSEPH F. FARRELL	Detroit
Freight Traffic Manager	GEORGE H. INGALLS	Chicago
General Freight Agent	WILLIAM C. ROWLEY	Detroit
Passenger Traffic Manager	JOHN W. DALY	Chicago
General Passenger Agent	LOUIS W. LANDMAN	Chicago

The annual meeting of stockholders for the election of directors is held in the city of Detroit, Michigan, on the Thursday following the first Wednesday in May

# REPORT

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*To the stockholders of*

THE MICHIGAN CENTRAL RAILROAD COMPANY:

The Board of Directors herewith submits its report for the year ended December 31, 1911, with statements showing the results for the year and the financial condition of the company.

The report covers the operation of the following mileage:

	<i>Miles</i>
Main line	270.07
Proprietary lines	343.31
Leased lines	1,110.20
Lines operated under trackage rights	93.18
Total road operated (as shown in detail on another page)	<u>1,816.76</u>

The total road operated as shown in the report for 1910 was 1,803.29 miles. The increase of 13.47 miles shown for this year is on account of corrections due to re-measurement.

There was no change in capital stock during the year, the amount authorized and outstanding being \$18,738,000.00.

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The funded debt outstanding December 31, 1910, was			\$41,870,578 68
It has been decreased during the year ended December 31, 1911, as follows:			
Installment on New York Central lines equipment trust certificates of 1910, paid January 1, 1911		\$339,098 22	
Installment on New York Central lines equipment trust certificates of 1907, paid November 1, 1911		260,425 45	
Michigan Central-Jackson, Lansing & Saginaw three and one-half per cent gold bonds of 1951 purchased and cancelled by the Trustees of the Land Grant Fund of the Jackson, Lansing & Saginaw Railroad Company		2,000 00	601,523 67
Total funded debt December 31, 1911 (detail on another page)			<u>\$41,269,055 01</u>
The total amount charged to road and equipment on December 31, 1911, was \$65,527,985.12, as follows:			
Amount charged against main line to December 31, 1910			\$48,184,503 07
There was charged for additions and betterments in 1911, as shown in detail on another page			
Against capital account			
For road	\$123,406 53		
For equipment	597,789 00	\$721,195 53	
Against income account (appropriated surplus)			
For equipment		87,277 02	
		\$808,472 55	
Less: Equipment replacement fund	\$32,194 36		
Equipment trust installments	599,523 67	631,718 03	176,754 52
Total main line			<u>\$48,361,257 59</u>
Amount charged account leased lines to December 31, 1910		\$16,622,525 25	
There was charged for additions and betterments in 1911 against capital account for road, as shown in detail elsewhere		544,202 28	
Total leased lines			<u>17,166,727 53</u>
Grand total			<u>\$65,527,985 12</u>



*The Michigan Central Railroad Company*

The double tube tunnel under the Detroit River, including interlocking system, electrical sub-stations and equipment, was fully completed in the early part of the year, and in its operation has met every expectation. The earnings of the Detroit River Tunnel Company for the year were sufficient to defray maintenance and operating expenses, taxes, interest on bonds, and to pay a dividend of two per cent on its capital stock, with a surplus of \$159,152.33. Under date of May 10, 1911, an agreement, supplemental to the lease of December 19, 1906 was made with the Detroit River Tunnel Company, whereby that company is now proceeding with the construction of a passenger station, terminal yards, and accommodations, in the City of Detroit, which facilities, when completed, will be operated by The Michigan Central Railroad Company. This company has agreed to guarantee the principal and interest on thirty million dollars of Detroit River Tunnel Company Terminal and Tunnel Gold Bonds, bearing date May 1, 1911, as issued. There were issued and sold during the year fourteen millions of such bonds, bearing interest at the rate of  $4\frac{1}{2}\%$  per annum.

In accordance with an agreement dated April 13, 1911, between the Chicago Milwaukee and St Paul Railway Company, Chicago and North Western Railway Company, The Michigan Central Railroad Company and The Lake Shore and Michigan Southern Railway Company, the two latter companies sold in equal proportions to the Chicago Milwaukee and St Paul Railway Company and the Chicago and North Western Railway Company, forty per cent of their entire holdings in the capital stock and a like interest in certain other obligations of the Indiana Harbor Belt Railroad Company. The Michigan Central Railroad Company, through this transaction disposed of 4,900 shares of the capital stock and \$447,538.65 of promissory notes of the Indiana Harbor Belt Railroad Company. The Lake Shore and Michigan Southern Railway Company and The Michigan Central Railroad Company have guaranteed the principal and interest of an issue of \$6,725,000.00 of bonds of the Indiana Harbor Belt Railroad Company. To the extent of twenty per cent each the Chicago Milwaukee and St Paul Railway Company and the Chicago and North Western Railway Company further agree to protect the guarantors of the Belt Company's bonds on their guaranty.

Under date of December 1, 1911, The Michigan Central Railroad Company, together with The New York Central and Hudson River Railroad Company, The Lake Shore and Michigan Southern Railway Company and The Cleveland Cincinnati Chicago and St. Louis Railway Company, became parties to an equipment trust agreement for the purpose of establishing the New York Central Lines Equipment Trust of 1912. Subsequently, the Chicago Indiana and Southern Railroad Company also became a party thereto. This agreement provides for an issue of \$15,000,000 of equipment trust certificates bearing interest at four and a half per cent per annum; being ninety per cent of the total cost of the equipment to be furnished under the terms of said agreement. The certificates are to be paid in fifteen annual installments of \$1,000,000 each; the first installment being payable January 1, 1913. The cost of the equipment to be assigned to this company will be approximately \$2,528,000 and the pro rata amount of certificates representing ninety per cent of the cost will be approximately \$2,275,200. Full particulars as to the character of the equipment to be acquired will be set forth in the report to the stockholders for 1912.

## Annual Report

## SUMMARY OF FINANCIAL OPERATIONS AFFECTING INCOME

	1911 <i>1,816.76 miles operated</i>	1910 <i>1,803.29 miles operated</i>	Increase <i>13.47 miles</i>	Decrease
OPERATING INCOME				
RAIL OPERATIONS				
Revenues	\$30,164,490 16	\$29,694,815 71	\$469,674 45	
Expenses	20,746,231 18	21,628,906 26		\$882,675 08
NET REVENUE FROM RAIL OPERATIONS	\$9,418,258 98	\$8,065,909 45	\$1,352,349 53	
Percentage of expenses to revenue	(68.78%)	(72.84%)		(4.06%)
OUTSIDE OPERATIONS				
Revenues	\$608,294 24	\$543,636 69	\$64,657 55	
Expenses	599,385 38	599,951 82		\$566 44
NET REVENUE FROM OUTSIDE OPERATIONS	\$8,908 86		\$65,223 99	
NET DEFICIT FROM OUTSIDE OPERATIONS*		\$56,315 13		
NET REVENUE FROM ALL OPERATIONS	\$9,427,167 84	\$8,009,594 32	\$1,417,573 52	
TAXES ACCRUED	1,322,620 82	1,357,019 92		\$34,399 10
OPERATING INCOME	\$8,104,547 02	\$6,652,574 40	\$1,451,972 62	
OTHER INCOME				
Joint facilities rents	\$236,403 38	\$229,289 51	\$7,113 87	
Miscellaneous rents	3,259 77	2,676 02	583 75	
Dividends on stocks owned or controlled	347,241 50	287,241 50	60,000 00	
Interest on funded debt owned	46,880 00	46,880 00		
Interest on other securities, loans and accounts	525,154 01	440,969 02	84,184 99	
Miscellaneous income	12,018 43	86,623 87		\$74,605 44
TOTAL OTHER INCOME	\$1,170,957 09	\$1,093,679 92	\$77,277 17	
GROSS CORPORATE INCOME	\$9,275,504 11	\$7,746,254 32	\$1,529,249 79	
DEDUCTIONS FROM GROSS CORPORATE INCOME				
Rentals of leased lines	\$1,605,443 67	\$585,310 00	\$1,020,133 67	
Equipment reserve	599,523 67		599,523 67	
Hire of equipment	652,736 44	1,073,983 18		\$421,246 74
Interest on equipment trust certificates	367,716 93	261,523 99	106,192 94	
Joint facilities rents	583,551 98	620,568 83		37,016 85
Miscellaneous rents	6,816 35	6,069 24	747 11	
Interest on funded debt	2,543,998 88	2,535,398 33	8,600 55	
Other interest	624,464 64	746,367 95		121,903 31
Other deductions	174,887 13	199,701 96		24,814 83
TOTAL DEDUCTIONS FROM GROSS CORPORATE INCOME	\$7,159,139 69	\$6,028,923 48	\$1,130,216 21	
NET CORPORATE INCOME	\$2,116,364 42	\$1,717,330 84	\$399,033 58	
DIVIDENDS, TWO, AGGREGATING 6%	1,124,280 00	1,124,280 00		
SURPLUS	\$992,084 42	\$593,050 84	\$399,033 58	
Additional equipment				
On account 1910 proportion of New York Central Lines 1907 and 1910 equipment trusts		\$250,000 00		\$250,000 00
BALANCE TO PROFIT AND LOSS	\$992,084 42	\$343,050 84	\$649,033 58	
AMOUNT TO CREDIT OF PROFIT AND LOSS (FREE SURPLUS) DECEMBER 31, 1910				\$9,051,952 11
BALANCE TO PROFIT AND LOSS FOR YEAR 1911				992,084 42
				\$10,044,036 53
ADD				
To increase ledger value Indiana Harbor Belt Railroad Company's stock to par		\$1,224,998 00		
From C&NWRy and CM&StPRy account proportion IHB deficit to December 31, 1910		122,961 09		
Proceeds sale of Toledo property		21,079 54		
Adjustment sundry items		54,375 57		1,423,414 20
				\$11,467,450 73
DEDUCT				
For abandoned property		\$105,054 42		
Balance 10% payments account trust equipment of 1910		83,356 70		
Exchange on French notes		50,980 12		239,391 24
BALANCE TO CREDIT OF PROFIT AND LOSS (FREE SURPLUS) DECEMBER 31, 1911				\$11,228,059 49

*The Michigan Central Railroad Company*

The total operating revenues were \$30,164,490.16, an increase of \$469,674.45 as compared with the previous year.

The freight revenue was \$19,538,684.00, an increase of \$256,395.55. This was due to the increased movement of flour, fruit, dressed meats, coke, stone and miscellaneous commodities.

The passenger revenue was \$7,607,051.96, an increase of \$202,576.30 due to increased train service and general improvement in excursion travel and local business.

The express revenue was \$1,478,449.15, a decrease of \$41,500.52 compared with the previous year.

The revenue from the transportation of mails was \$411,700.55, a decrease of \$19,924.77. This is an apparent decrease only, due to the fact that mail revenues for 1910 were over estimated in advance of actual figures received too late to revise the 1910 statements.

The operating revenue from all other sources increased \$72,127.89 over the previous year.

The total expenses of operation were \$20,746,231.18, a decrease of \$882,675.08, as per detail on following pages. By groups and principal fluctuations they were as follows:

Maintenance of way and structures \$3,549,204.67, a decrease of \$486,056.11, caused principally by reduction in outlay for stone ballasting, fencing, crossing gates, etc., fewer bridges and buildings needing replacement, less snow and ice to contend with, and a considerable reduction in force.

Maintenance of equipment \$3,800,772.34, a decrease of \$323,593.26, caused principally by reduced charges for repairs.

Traffic expenses \$783,599.14, a decrease of \$98,551.94, due principally to decreased charges account of fast freight lines through a different method of treating deficit account Merchants Despatch Transportation Company and large reduction in cost of tariffs included in stationery and printing.

Transportation expenses \$12,049,103.34, an increase of \$25,514.19 notwithstanding the discontinuance of operation of the Detroit River ferry boats, and is largely due to increased train mileage, cost of fuel and increased pay of train and engine crews.

General expenses \$563,551.69, an increase of \$12.04.

There was an increase in the revenue from outside operations of \$65,223.99 over the previous year derived principally from dining car service and operation of stock yards and restaurants.

The operating income was \$8,104,547.02, an increase of \$1,451,972.62.

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Other income was \$1,170,957.09, an increase of \$77,277.17, of which \$60,000.00 was due to additional amounts received from interest and dividends on securities, \$84,184.99 to additional interest on notes, loans, etc. and \$7,697.62 to rentals, partially offset by a decrease of \$73,363.61 in profit on trust equipment material.

Deductions from income amounted to \$7,159,139.69, an increase of \$1,130,216.21. The principal fluctuations were an increase of \$1,001,383.67 due to rental of the Detroit River Tunnel, an increase of \$599,523.67 due to a charge against income of an amount equivalent to the installments on account of the 1907 and 1910 equipment trusts, an increase of \$106,192.94 in interest on equipment trust certificates, a decrease of \$421,246.74 in hire of equipment and a decrease of \$121,903.31 in general interest.

The profit from operation for the year, after payment of six per cent in dividends upon the capital stock was \$992,084.42, which has been carried to the credit of profit and loss.

The credits to retired equipment account during the year amounted to \$407,093 00

The charges against this account for cost of new equipment and betterments were as follows:

10 locomotives	\$209,628 40	
8 steel postal cars	93,295 83	
3 cafe coaches	23,455 60	
$\frac{1}{3}$ interest in joint equipment consisting of 1 first class coach and 2 smoking and baggage cars	7,870 91	
19 caboose cars	18,107 60	
Miscellaneous charges covering United States duty on six Canada Southern engines and application of sundry betterments to equipment	22,540 30	374,898 64
Credit balance December 31, 1911		<u>\$32,194 36</u>

The following appointments of officials were made during the year:

January 1, Louis W. Landman, General Passenger Agent, succeeding Oliver W. Ruggles, transferred.

March 20, Sydney B. Wight, General Purchasing Agent.

April 1, Frank V. Whiting, General Claims Attorney, New York.

May 1, John W. Daly, Passenger Traffic Manager, succeeding Warren J. Lynch, resigned.

September 1, Herman M. Griggs and John B. Nettle were appointed General Coal and Ore Agents.

Appreciative acknowledgment is made of the faithful, efficient performance of duty by employees in every department of the service during the year.

WILLIAM C. BROWN,  
*President*

*The Michigan Central Railroad Company*

**DETAIL OF OPERATING REVENUES**

**TRANSPORTATION**

	1911	1910	Increase	Decrease
Freight	\$19,538,684 00	\$19,282,288 45	\$256,395 55	
Passenger	7,607,051 96	7,404,475 66	202,576 30	
Excess baggage	96,155 31	99,202 53		\$3,047 22
Mail	411,700 55	431,625 32		19,924 77
Express	1,478,449 15	1,519,949 67		41,500 52
Milk (on passenger trains)	38,055 37	29,161 35	8,894 02	
Other passenger train	92,611 99	40,278 09	52,333 90	
Switching	562,005 90	513,060 30	48,945 60	
Special service train	10,400 61	10,963 50		562 89
Miscellaneous transportation	37,451 31	41,188 52		3,737 21
<b>Totals</b>	<b>\$29,872,566 15</b>	<b>\$29,372,193 39</b>	<b>\$500,372 76</b>	

**OTHER THAN TRANSPORTATION**

Station and train privileges	\$18,045 74	\$16,298 29	\$1,747 45	
Parcel room receipts	9,681 75	9,836 40		\$154 65
Storage—freight	30,383 46	26,353 40	4,030 06	
Storage—baggage	5,798 78	5,601 42	197 36	
Car service	118,382 87	157,229 40		38,846 53
Telegraph and telephone service	1,406 04	1,217 04	189 00	
Rents of buildings and other property	73,738 96	83,092 36		9,353 40
Miscellaneous	24,303 37	13,510 99	10,792 38	
Joint facilities revenue—Dr.	149 45	120 00		29 45
Joint facilities revenue—Cr.	10,332 49	9,603 02	729 47	
<b>Totals</b>	<b>\$291,924 01</b>	<b>\$322,622 32</b>		<b>\$30,698 31</b>
<b>TOTAL OPERATING REVENUES</b>	<b>\$30,164,490 16</b>	<b>\$29,694,815 71</b>	<b>\$469,674 45</b>	

**EXPENSES IN DETAIL (RAIL OPERATIONS)**

**MAINTENANCE OF WAY AND STRUCTURES**

	1911	1910	Increase	Decrease
Superintendence	\$183,744 67	\$189,857 03		\$6,112 36
Ballast	33,557 46	133,798 26		100,240 80
Ties	829,355 51	677,718 83	\$151,636 68	
Rails	218,858 64	122,301 74	96,556 90	
Other track material	183,626 86	261,739 46		78,112 60
Roadway and track	1,177,145 73	1,555,047 03		377,901 30
Removal of snow, sand and ice	40,674 66	95,718 58		55,043 92
Tunnels		672 98		672 98
Bridges, trestles and culverts	144,148 65	273,583 34		129,434 69
Over and under grade crossings	54,325 65	3,214 13	51,111 52	
Grade crossings, fences, cattle guards, and signs	83,185 52	121,135 68		37,950 16
Snow and sand fences and snowsheds	1,807 94	3,095 50		1,287 56
Signals and interlocking plants	143,614 85	161,609 07		17,994 22
Telegraph and telephone lines	29,449 13	18,028 81	11,420 32	
Electric power transmission		307 26		307 26
Buildings, fixtures, and grounds	228,895 39	284,177 56		55,282 17
Docks and wharves	17,642 32	7,689 11	9,953 21	
Roadway tools and supplies	43,810 33	86,474 07		42,663 74
Injuries to persons	6,590 85	1,371 92	5,218 93	
Stationery and printing	6,220 57	6,788 02		567 45
Other expenses	687 09	349 32*	1,036 41	
Maintaining joint tracks, yards, } and other facilities—Dr. }	209,594 02	187,483 72	22,110 30	
Maintaining joint tracks, yards, } and other facilities—Cr. }	87,731 17	156,202 00	68,470 83	
<b>Totals</b>	<b>\$3,549,204 67</b>	<b>\$4,035,260 78</b>		<b>\$486,056 11</b>

\*Credit

*Annual Report**EXPENSES IN DETAIL (RAIL OPERATIONS) continued*

MAINTENANCE OF EQUIPMENT				
	1911	1910	Increase	Decrease
Superintendence	\$135,555 43	\$133,802 03	\$1,753 40	
Steam locomotives—repairs	1,284,485 66	1,410,157 76		\$125,672 10
Steam locomotives—renewals	99,800 00	132,988 00		33,188 00
Electric locomotives—repairs		1,023 60		1,023 60
Passenger-train cars—repairs	243,831 48	254,876 07		11,044 59
Passenger-train cars—renewals	20,124 99	12,500 00	7,624 99	
Freight-train cars—repairs	1,747,114 29	1,909,333 87		162,219 58
Freight-train cars—renewals	140,676 96	109,404 88	31,272 08	
Floating equipment—repairs		8,377 91		8,377 91
Work equipment—repairs	29,487 37	43,326 25		13,838 88
Work equipment—renewals	16,000 00	21,506 00		5,506 00
Shop machinery and tools	57,235 66	73,472 39		16,236 73
Injuries to persons	5,680 87	1,492 49	4,188 38	
Stationery and printing	7,420 11	8,282 15		862 04
Other expenses	10,307 07	322 18	9,984 89	
Maintaining joint equipment at terminals—Dr.	3,052 45	3,500 02		447 57
Maintaining joint equipment at terminals—Cr.				
Totals	\$3,800,772 34	\$4,124,365 60		\$323,593 26
TRAFFIC EXPENSES				
Superintendence	\$209,706 98	\$205,831 11	\$3,875 87	
Outside agencies	146,764 30	149,831 62		\$3,067 32
Advertising	80,360 62	73,585 97	6,774 65	
Traffic associations	23,917 04	24,561 62		644 58
Fast freight lines	240,974 92	317,608 29		76,633 37
Industrial and immigration bureaus	4,218 11	5,505 95		1,287 84
Stationery and printing	74,222 92	105,170 16		30,947 24
Other expenses	3,434 25	56 36	3,377 89	
Totals	\$783,599 14	\$882,151 08		\$98,551 94
TRANSPORTATION EXPENSES				
Superintendence	\$262,857 07	\$271,118 93		\$8,261 86
Dispatching trains	94,674 66	94,338 03	\$336 63	
Station employees	1,946,889 45	1,985,884 32		38,994 87
Weighing and car-service associations	7,590 14	12,275 44		4,685 30
Station supplies and expenses	147,608 59	147,458 36	150 23	
Yardmasters and their clerks	224,348 60	237,611 52		13,262 92
Yard conductors and brakemen	801,845 28	859,309 92		57,464 64
Yard switch and signal tenders	70,297 70	65,002 84	5,294 86	
Yard supplies and expenses	22,489 32	23,761 85		1,272 53
Yard enginemen	541,204 97	558,700 39		17,495 42
Enginehouse expenses—yard	87,085 82	85,562 48	1,523 34	
Fuel for yard locomotives	549,164 75	549,543 68		378 93
Water for yard locomotives	23,074 18	23,923 95		849 77
Lubricants for yard locomotives	10,762 11	10,286 00	476 11	
Other supplies for yard locomotives	7,230 96	8,611 99		1,381 03
Operating joint yards and terminals—Dr.	329,752 10	313,766 80	15,985 30	
Operating joint yards and terminals—Cr.	42,119 25	70,021 12	27,901 87	
Motormen		6,440 75		6,440 75
Road enginemen	1,335,069 46	1,253,560 34	81,509 12	
Enginehouse expenses—road	335,174 75	324,844 50	10,330 25	
Fuel for road locomotives	2,324,896 30	2,263,725 81	61,170 49	
Water for road locomotives	99,992 97	103,052 74		3,059 77
Lubricants for road locomotives	48,628 61	46,597 96	2,030 65	
Other supplies for road locomotives	27,267 77	28,793 65		1,525 88
Operating power plants		2,820 14		2,820 14
Purchased power		8,082 68		8,082 68
Carried forward	\$9,255,786 31	\$9,215,053 95		

*The Michigan Central Railroad Company**EXPENSES IN DETAIL (RAIL OPERATIONS) concluded*

## TRANSPORTATION EXPENSES (continued)

	1911	1910	Increase	Decrease
<i>Brought forward</i>	\$9,255,786 31	\$9,215,053 95		
Road trainmen	1,430,118 87	1,397,774 27	\$32,344 60	
Train supplies and expenses	309,952 28	329,287 52		\$19,335 24
Interlockers, block and other signals—operation	124,971 72	121,507 37	3,464 35	
Crossing flagmen and gatemen	90,219 44	94,819 22		4,599 78
Drawbridge operation	15,940 45	13,088 00	2,852 45	
Clearing wrecks	32,536 86	34,480 26		1,943 40
Telegraph and telephone—operation	89,160 88	84,816 21	4,344 67	
Operating floating equipment	4,031 75	115,120 79		111,089 04
Stationery and printing	127,620 73	133,107 45		5,486 72
Other expenses	24,965 93	12,839 55	12,126 38	
Loss and damage—freight	336,045 02	295,767 78	40,277 24	
Loss and damage—baggage	4,023 77	2,955 60	1,068 17	
Damage to property	21,029 35	34,415 89		13,386 54
Damage to stock on right of way	3,345 18	5,254 52		1,909 34
Injuries to persons	163,835 74	119,070 17	44,765 57	
Operating joint tracks and facilities—Dr.	103,148 86	98,851 50	4,297 36	
Operating joint tracks and facilities—Cr.	87,629 80	84,620 90		3,008 90
<b>Totals</b>	<b>\$12,049,103 34</b>	<b>\$12,023,589 15</b>	<b>\$25,514 19</b>	

## GENERAL EXPENSES

Salaries and expenses of general officers	\$106,179 77	\$109,412 54		\$3,232 77
Salaries and expenses of clerks and attendants	226,956 53	217,373 37	\$9,583 16	
General office supplies and expenses	32,267 71	27,229 73	5,037 98	
Law expenses	102,875 67	113,921 59		11,045 92
Insurance	10,008 18	8,354 03	1,654 15	
Pensions	44,447 87	38,291 41	6,156 46	
Stationery and printing	25,891 11	31,225 94		5,334 83
Other expenses	13,729 41	16,706 36		2,976 95
General administration joint tracks, yards } and terminals—Dr.	1,195 44	1,025 11	170 33	
General administration joint tracks, yards } and terminals—Cr.		43	43	
<b>Totals</b>	<b>\$563,551 69</b>	<b>\$563,539 65</b>	<b>\$12 04</b>	

## PERCENTAGE OF RAIL OPERATING EXPENSES TO REVENUE FROM RAIL OPERATIONS BY GROUPS

	1911	1910
Maintenance of way and structures	11.77	13.59
Maintenance of equipment	12.60	13.89
Traffic expenses	2.60	2.97
Transportation expenses	39.94	40.49
General expenses	1.87	1.90
<b>Totals</b>	<b>68.78</b>	<b>72.84</b>

*Annual Report**OUTSIDE OPERATIONS*

	1911	1910	Increase	Decrease
DINING CAR SERVICE				
Revenues	\$383,890 06	\$348,108 79	\$35,781 27	
Expenses	395,278 62	401,126 35		\$5,847 73
Net deficit	\$11,388 56	\$53,017 56		\$41,629 00
GRAIN ELEVATORS				
Revenues	\$6,010 32	\$7,985 59		\$1,975 27
Expenses	20,125 29	21,728 00		1,602 71
Net deficit	\$14,114 97	\$13,742 41	\$372 56	
STOCK YARDS				
Revenues	\$115,019 33	\$88,342 24	\$26,677 09	
Expenses	89,579 02	82,292 31	7,286 71	
Net revenue	\$25,440 31	\$6,049 93	\$19,390 38	
RESTAURANTS				
Revenues	\$103,374 53	\$99,200 07	\$4,174 46	
Expenses	94,402 45	94,805 16		\$402 71
Net revenue	\$8,972 08	\$4,394 91	\$4,577 17	
TOTAL REVENUE	\$8,908 86		\$65,223 99	
TOTAL DEFICIT		\$56,315 13		

*ACCRUED TAXES*

## MICHIGAN CENTRAL SYSTEM (INCLUDING LEASED LINES)

State or Territory	On the value of real and personal property	On stocks, bonds, loans, etc.	On gross or net earnings, revenue or dividends	Internal Revenue U. S. Gov't.	Total
Michigan	\$1,097,550 45				\$1,097,550 45
Indiana	95,375 41				95,375 41
Illinois	51,342 05				51,342 05
Ohio	11,684 16		\$1,005 28		12,689 44
Canada	51,882 41				51,882 41
New York	1,904 36	\$170 63			2,074 99
U. S. Government				\$11,706 07	11,706 07
Totals	\$1,309,738 84	\$170 63	\$1,005 28	\$11,706 07	\$1,322,620 82



*The Michigan Central Railroad Company**DEDUCTIONS FROM INCOME**Interest on funded debt*

## THIS COMPANY'S BONDS

Interest at 3½ % per annum on Michigan Central First mortgage bonds	\$490,000 00	
Interest at 4 % per annum on Grand River Valley First mortgage bonds	60,000 00	
Interest at 5 % per annum on Detroit & Bay City First mortgage bonds	200,000 00	
Interest at 5 % per annum on Kalamazoo & South Haven First mortgage bonds	35,000 00	
Interest at 4 % per annum on Michigan Air Line First mortgage bonds	104,000 00	
Interest at 3½ % per annum on Jackson, Lansing & Saginaw First mortgage bonds	60,308 88	
Interest at 4 % per annum on Joliet & Northern Indiana First mortgage bonds	60,000 00	
Interest at 4 % per annum on Gold Debentures	305,360 00	\$1,314,668 88

## LEASED LINE BONDS

Interest at 3% per annum on Bay City & Battle Creek First mortgage bonds	\$7,500 00	
Interest at 3% per annum on Battle Creek & Sturgis First mortgage bonds	12,630 00	
Interest at 6% per annum on Canada Southern First mortgage bonds	840,000 00	
Interest at 5% per annum on Canada Southern Second mortgage bonds	300,000 00	
Interest at 4% per annum on Leamington and St. Clair mortgage bonds	5,200 00	
Interest at 4% per annum on Toledo, Canada Southern and Detroit First mortgage bonds	64,000 00	1,229,330 00

Total interest on funded debt \$2,543,998 88

*Rentals of leased lines*

Jackson, Lansing & Saginaw rental, 3½ % on \$2,000,000 capital stock	\$70,000 00	
Jackson, Lansing & Saginaw expenses, fixed amount	750 00	
Grand River Valley rental, 5% on \$491,200 capital stock	24,560 00	
Joliet & Northern Indiana rental, 5% on \$300,000 capital stock	15,000 00	
Canada Southern rental, 3% on \$15,000,000 capital stock	450,000 00	
St. Joseph, South Bend and Southern rental, fixed amount	20,000 00	
Benton Harbor Extension, etc., rental, fixed amount	5,000 00	
Detroit River Tunnel rental, tolls	1,001,383 67	
Detroit Manufacturers' rental, fixed amount	15,000 00	
Lansing Manufacturers' rental, fixed amount	3,750 00	1,605,443 67

*Other deductions*

Equipment reserve	\$599,523 67	
Hire of equipment—car mileage and per diem balances	652,736 44	
Interest on equipment trust certificates	367,716 93	
Joint facilities rents	583,551 98	
Miscellaneous rents	6,816 35	
Other interest	624,464 64	
Deficit from operation Detroit Terminal Railroad	73,733 09	
Deficit from operation Merchants Despatch Transportation Co.	101,154 04	3,009,697 14
Total deductions		\$7,159,139 69

*DIVIDENDS*

Payable July 29, 1911, 3% on 187,380 shares of capital stock	\$562,140 00
Payable January 29, 1912, 3% on 187,380 shares of capital stock	562,140 00
Total 6%	<u>\$1,124,280 00</u>

*Annual Report**DETAIL OF EXPENDITURES FOR ADDITIONS AND BETTERMENTS*

## MICHIGAN CENTRAL RAILROAD—MAIN LINE

*Yards and sidings*

Miscellaneous industrial and yard tracks		\$43,313 13
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*Stations and other structures*

Engine house, Kalamazoo	\$13,978 13	
Freight house, Kalamazoo	12,408 35	
Stock yard improvements, Detroit	21,791 80	
Engine house and facilities, Jackson	10,054 90	
Terminal station, Detroit, (proportional cost of express rooms etc., on Michigan Central property)	81,322 18	139,555 36

*Roadway*

Increased weight of rail	\$32,201 91	
Signals, interlockers, etc.	5,878 85	38,080 76
Shop machinery and tools		10,420 12
		\$231,369 37
Less sundry credits		
Grade separation, Detroit	\$55,552 69	
Land sold	32,927 69	
Telephone lines	16,355 32	
Miscellaneous	3,127 14	107,962 84
		\$123,406 53

*New equipment*

Trust equipment delivered and paid for in 1911		\$685,066 02	
Installments paid, equipment trusts—credit	\$599,523 67		
Equipment replacement fund—credit balance	32,194 36	631,718 03	53,347 99
Total Main Line			\$176,754 52

*The Michigan Central Railroad Company**DETAIL OF EXPENDITURES FOR ADDITIONS AND BETTERMENTS (continued)*

## LEASED AND PROPRIETARY LINES

*Canada Southern Railway**Stations and other structures*

Passenger station, Windsor, balance	\$19,688 39		
Drawbridge, Welland, on account	196,553 02		
Drawbridge, Montrose, on account	3,760 70		
Cantilever bridge approach, Niagara Falls, on account	41,774 11		
Ross St. and First Ave. subways, St Thomas, on account	4,909 74		
Engine house, St Thomas, on account	24,494 48		
Stock pens, Montrose	7,844 84		
Miscellaneous structures	5,749 49	\$304,774 77	

*Roadway*

New yards, Windsor, on account	\$9,153 16		
Telephone line, Detroit and St Thomas, on account	2,853 64		
Land	2,582 24		
Improved drainage	5,378 46		
Miscellaneous industrial and yard tracks, etc.	7,031 25	26,998 75	
Shop machinery and tools		6,898 89	
		\$338,672 41	
Less property abandoned, principally in reconstruction of yards at Windsor		63,734 78	\$274,937 63

*Detroit and Bay City Railroad**Yards and Sidings*

Miscellaneous industrial and yard tracks, etc.	\$14,325 45
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*Roadway*

Land	\$973 46		
Grade separation	35,384 49		
Interlocker, Gratiot Ave., etc.	1,322 29		
Telegraph and telephone lines—credit	7,462 25	30,217 99	44,543 44

*Joliet and Northern Indiana Railroad**Stations and other structures*

Elevator improvements, Matteson	\$17,500 00
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*Roadway*

Grade separation, Joliet, on account	\$98,637 06		
Increased weight of rail	1,247 30		
Miscellaneous roadway	3,139 60	103,023 96	120,523 96

*Carried forward*

\$440,005 03

*Annual Report**DETAIL OF EXPENDITURES FOR ADDITIONS AND BETTERMENTS (concluded)*

## LEASED AND PROPRIETARY LINES (continued)

<i>Brought forward</i>				\$440,005 03
<i>Toledo, Canada Southern and Detroit Railway</i>				
<i>Yards and Sidings</i>				
Hold-for-order yard, River Rouge, balance	\$10,153 47			
New yard, North Toledo, balance	9,006 79			
Miscellaneous industrial and yard tracks	6,317 44	\$25,477 70		
<i>Stations and other structures</i>				
Coaling station, River Rouge, on account	\$4,845 77			
Miscellaneous	5,139 22	9,984 99		
<i>Roadway</i>				
Land	\$5,000 95			
Overhead crossings, Toledo, on account	2,953 54			
Grade separation, Post St., Toledo, on account	3,395 23			
Miscellaneous	831 58			
Telegraph and telephone lines—credit	3,395 57	8,785 73	44,248 42	
<i>Jackson, Lansing and Saginaw Railroad</i>				
<i>Stations and other structures</i>				
Pumping station, Sallings	\$2,967 88			
Passenger house, Laingsburg, on account	2,152 08			
Intake pipe, Pinconning, on account	2,164 60			
Miscellaneous	969 75	\$8,254 31		
<i>Roadway</i>				
Land	\$125 60			
Increased weight of rail	2,033 28			
Telephone lines	2,113 16	4,272 04		
<i>Yards and sidings</i>				
Winona Yard, West Bay City, on account	\$19,465 48			
Sidings, logging branches, etc.	10,910 13	30,375 61	42,901 96	
<i>Other Leased Lines</i>				
Miscellaneous improvements			17,046 87	
Total Leased and Proprietary Lines				\$544,202 28
<i>Summary</i>				
Michigan Central Railroad—Main Line			\$176,754 52	
Leased and Proprietary Lines			544,202 28	
Total				\$720,956 80

*The Michigan Central Railroad Company*

## NEW YORK CENTRAL LINES EQUIPMENT TRUSTS

The following statements show the character of the equipment acquired under the terms of the New York Central Lines Equipment Trust Agreements and Leases of 1907 and 1910, together with the total amount of certificates issued and the amounts now outstanding.

## EQUIPMENT TRUST OF 1907

ROAD	Locomotives	Passenger Cars	Freight Cars	Company Service Cars	Certificates Issued for 90 per cent of value bearing interest at 5%	Certificates Redeemed	Balance Certificates Outstanding Dec. 31, 1911
N Y C & H R R R	447	88	4,000		\$11,904,901 78	\$3,174,640 48	\$8,730,261 30
L S & M S R Y	125	25	4,000	200	6,708,392 73	1,788,904 72	4,919,488 01
C I & S R R	2	8	3,400	150	3,779,976 60	1,007,993 76	2,771,982 84
M C R R	5	15	3,500	200	3,906,381 73	1,041,701 80	2,864,679 93
C C C & S T L R Y	112	17	1,525	100	3,700,347 16	986,759 24	2,713,587 92
TOTALS	691	153	16,425	650	\$30,000,000 00	\$8,000,000 00	\$22,000,000 00

## EQUIPMENT TRUST OF 1910

ROAD	Locomotives	Passenger Cars	Freight Cars	Company Service Cars	Certificates Issued for 90 per cent of value bearing interest at 4½%	Certificates Redeemed	Balance Certificates Outstanding Dec. 31, 1911
N Y C & H R R R	127	30	4,000		\$6,509,466 30	\$433,964 42	\$6,075,501 88
L S & M S R Y	100	60	12,500	250	13,771,065 60	918,071 04	12,852,994 56
C I & S R R	31	2	1,000		1,638,607 50	109,240 50	1,529,367 00
M C R R	87	34	3,300		5,086,473 30	339,098 22	4,747,375 08
C C C & S T L R Y	80	6	1,600		2,994,387 30	199,625 82	2,794,761 48
TOTALS	425	132	22,400	250	\$30,000,000 00	\$2,000,000 00	\$28,000,000 00

*Annual Report**CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1911**Assets**Property investment**Road and equipment*

## Investment to June 30, 1907

Michigan Central Railroad

\$35,213,257 09

Leased and proprietary lines

14,216,143 27

\$49,429,400 36

## Investment since June 30, 1907

*Road*

Michigan Central Railroad

\$1,303,520 54

Leased and proprietary lines

2,950,584 26

\$4,254,104 80

*Equipment*

Michigan Central Railroad

\$2,480,216 53

Trust equipment

9,995,981 46

\$12,476,197 99

*Credit*

Equipment replacement fund

\$32,194 36

Trust installments

599,523 67

631,718 03

11,844,479 96

16,098,584 76

Total cost of road and equipment

\$65,527,985 12

*Securities*

Securities of proprietary, affiliated and controlled companies

Pledged, Canada Southern Railway Company—stock

\$5,444,000 00

Unpledged

1,595,192 50

7,039,192 50

*Other investments*

Advances to proprietary, affiliated and controlled companies

for construction, equipment and betterments

Detroit Terminal Railroad Company

\$100,698 68

Miscellaneous investments

Physical property

485,650 45

Securities—unpledged

2,334,527 00

2,920,876 13

Total property owned as investment

\$75,488,053 75

*Working assets*

Cash

\$3,311,257 02

Michigan Central Railroad stock

1,600 00

Marketable securities

18,130 28

Net traffic, car mileage and per diem balance

184,110 97

Net balance due from agents and conductors

1,818,608 98

Miscellaneous accounts receivable

1,331,555 16

Materials and supplies

2,531,254 35

9,196,516 76

*Accrued income not due*

Unmatured interest, dividends and rents receivable

258,618 65

*Deferred debit items*

## Advances

Chicago, Indiana and Southern Railroad

\$345,000 00

Indiana Harbor Belt Railroad

671,307 96

Toledo Terminal Railroad

81,000 00

Toronto, Hamilton and Buffalo Railway

41,644 64

\$1,138,952 60

## Working funds

53,960 25

## Other deferred debit items

53,268 54

1,246,181 39

\$86,189,370 55

*The Michigan Central Railroad Company**CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1911**Liabilities**Stock*

Capital stock—common		\$18,738,000 00
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*Mortgage, bonded and secured debt**Funded debt*

Mortgage Bonds		
Michigan Central first mortgage	\$14,000,000 00	
Grand River Valley first mortgage	1,500,000 00	
Detroit & Bay City first mortgage	4,000,000 00	
Kalamazoo & South Haven first mortgage	700,000 00	
Michigan Air Line first mortgage	2,600,000 00	
Jackson, Lansing and Saginaw first mortgage	1,723,000 00	
Joliet & Northern Indiana first mortgage	1,500,000 00	
Plain bonds, debentures and notes		
Gold debentures	7,634,000 00	
Equipment trust certificates, 1907	2,864,679 93	
Equipment trust certificates, 1910	4,747,375 08	41,269,055 01
Total capitalization		\$60,007,055 01

*Working liabilities*

Loans and bills payable	\$4,500,000 00	
Audited vouchers and wages unpaid	3,582,664 34	
Miscellaneous accounts payable	283,400 12	
Matured dividends, interest and rents unpaid	42,877 50	
Matured mortgage, bonded and secured debt unpaid	2,000 00	
Other working liabilities	595,453 34	9,006,395 30

*Accrued liabilities not due*

Unmatured interest, dividends and rents payable		1,096,349 36
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*Deferred credit items*

Operating reserves		
Reserves for replacement of property	\$635,020 92	
Other deferred credit items	460,367 33	1,095,388 25

*Appropriated surplus*

Additions to property through income since June 30, 1907		3,756,123 14
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*Free Surplus*

Profit and loss—balance		11,228,059 49
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\$86,189,370 55

*Annual Report**STOCK AND BONDS OWNED OR ACQUIRED UNDER LEASE**Stock*

	Shares	Par Value
Battle Creek & Sturgis Ry Co.	4175	\$417,500 00
Bay City & Battle Creek Ry Co.	3000	300,000 00
Buchanan & St. Joseph River R R Co.	200	20,000 00
Canada Southern Railway Co.	78100	7,810,000 00
Chicago, Indiana & Southern R R Co.	30000	3,000,000 00
Chicago, Kalamazoo & Saginaw Ry Co.	2700	270,000 00
Clifton Hotel Co Ltd	150	15,000 00
Detroit & Bay City R R Co.	6000	600,000 00
Detroit & Charlevoix R R Co.	5203	520,300 00
Detroit Belt Line R R	1000	100,000 00
Detroit, Delray & Dearborn R R Co.	35	3,500 00
Detroit Manufacturers' R R	1280	128,000 00
Detroit River Tunnel Co.	30000	3,000,000 00
Detroit Terminal R R Co.	932	93,200 00
Detroit, Toledo & Milwaukee R R Co.	7500	750,000 00
Grand River Valley R R Co.	1569	156,900 00
Indiana Harbor Belt R R Co.	7350	735,000 00
Jackson, Lansing & Saginaw R R Co.	6743	674,300 00
Joliet & Northern Indiana R R Co.	3000	300,000 00
Kalamazoo & South Haven R R Co.	2575	257,500 00
Lansing Transit Railway Co.	10	1,000 00
Mackinac Transportation Co.	866 $\frac{3}{4}$	21,666 67
Michigan Air Line R R Co.	6685 $\frac{1}{4}$	334,262 50
Toledo Terminal Railroad Co.	4800	480,000 00
Toronto, Hamilton & Buffalo Ry Co.	4464	446,400 00
Miscellaneous		62,700 00
Total par value of stock		<u>\$20,497,229 17</u>

*Bonds*

Battle Creek & Sturgis Ry Co.	\$24,000 00
Bay City & Battle Creek Ry Co.	48,000 00
Chicago, Kalamazoo & Saginaw Ry Co.	761,000 00
Toronto, Hamilton & Buffalo Ry Co.	357,000 00
Total par value of bonds	<u>\$1,190,000 00</u>

The securities owned by this company are carried on its books at a total value of \$9,393,449.78

*CAPITALIZATION**Capital stock*

Number of shares authorized	187,380	Total par value authorized	\$18,738,000 00
Number of shares issued and outstanding	187,380	Total par value issued and out-standing	\$18,738,000 00
Par value per share	\$100 00		
Amount of capital stock per mile of road owned (270.07 miles) \$69,382.00			



*The Michigan Central Railroad Company**CAPITALIZATION (concluded)**Funded debt*

Class of bond	Date of issue	Date of maturity	Amount of authorized issue	Amount issued and now outstanding	Rate of interest	Payable on the first days of
Michigan Central First mortgage	1902	May 1, 1952	\$18,000,000	\$14,000,000 00	3½%	May and November
Gold Debentures	1909	April 1, 1929	25,000,000	7,634,000 00	4 %	April and October
Grand River Valley First mortgage	1910	September 1, 1959	4,500,000	1,500,000 00	4 %	March and September
Detroit & Bay City First mortgage	1881	March 1, 1931	4,000,000	4,000,000 00	5 %	March, June, September and December
Kalamazoo & South Haven First mortgage	1889	November 1, 1939	700,000	700,000 00	5 %	May and November
Michigan Air Line First mortgage	1890	January 1, 1940	2,600,000	2,600,000 00	4 %	January and July
Jackson, Lansing & Saginaw First mortgage	1901	September 1, 1951	2,000,000*	1,723,000 00	3½%	March and September
Joliet and Northern Indiana First mortgage	1907	July 10, 1957	3,000,000	1,500,000 00	4 %	January and July 10th
Equipment Trust Certificates, 1907	1907	November 1, 1922	3,906,382	2,864,679 93	5 %	May and November
Equipment Trust Certificates, 1910	1910	January 1, 1925	5,086,473	4,747,375 08	4½%	January and July
Total amount of funded debt				\$41,269,055 01		

\* 277,000 purchased and retired by the Land Grant Trustees

*Amount of funded debt per mile of road*

Road	Funded debt	Miles	Amount per mile of road
Michigan Central Railroad	\$29,246,055 01	270.07	\$110,511
Grand River Valley Railroad	1,500,000 00	83.79	17,902
Detroit and Bay City Railroad	4,000,000 00	169.80	23,557
Kalamazoo and South Haven Railroad	700,000 00	39.50	17,722
Michigan Air Line Railroad	2,600,000 00	115.16	22,577
Jackson, Lansing and Saginaw Railroad	1,723,000 00	370.07	4,656
Joliet and Northern Indiana Railroad	1,500,000 00	45.00	33,333
	\$41,269,055 01	1,093.39	\$37,744

<i>Treasurer, Grand Central Terminal, New York</i>	Transfers stock and pays dividends on stock
	Transfers and pays interest on registered bonds
	Pays coupons from gold debentures of 1909
	Pays coupons from Detroit Terminal and Tunnel bond
<i>Guaranty Trust Company New York</i>	Pays coupons from Michigan Central 4% bonds due 1959, secured by mortgage on the Grand River Valley Railroad
	Pays coupons from Michigan Central first mortgage bonds and bonds due 1951, secured by mortgage on the Jackson, Lansing & Saginaw Railroad
	Pays coupons from Michigan Central 4% bonds due 1957, secured by first mortgage on Joliet and Northern Indiana Railroad
	Pays interest on equipment trust certificates
<i>Union Trust Company of New York</i>	Pays coupons from all other issue of bonds

## Annual Report

## TABLE OF TRACKS

Location	Miles	Second track	Third track	Fourth track	Sidings	Total
<b>MAIN LINE</b>						
Kensington to Detroit	270.07	270.07	5.71	5.71	369.32	920.88
<b>PROPRIETARY LINES</b>						
Battle Creek & Sturgis Railway	33.80				3.69	37.49
Bay City & Battle Creek Railway	18.00				10.49	28.49
Detroit & Bay City Railroad	107.46	7.60			60.79	175.85
Detroit Belt Line Railroad	4.39				17.76	22.15
Detroit, Delray & Dearborn Railroad	5.76				1.79	7.55
Detroit, Toledo & Milwaukee Railroad	66.56				10.45	77.01
Joliet & Northern Indiana Railroad	45.00				28.39	73.39
<b>BRANCHES</b>						
On Detroit & Bay City Railroad	62.34				44.67	107.01
<i>Total proprietary lines</i>	343.31	7.60			178.03	528.94
<b>LEASED LINES</b>						
Benton Harbor Extension	1.63				.95	2.58
Canada Southern Railway (in Canada)	226.18	226.18			165.97	618.33
Canada Southern Bridge Company	2.50				1.65	4.15
Detroit River Tunnel	2.42	2.42				4.84
Detroit Manufacturers' Railroad	1.51				2.03	3.54
Grand River Valley Railroad	83.79				20.71	104.50
Jackson, Lansing & Saginaw Railroad	296.35	4.02			297.75	598.12
Kalamazoo & South Haven Railroad	39.50				6.96	46.46
Michigan Air Line Railroad	115.16				46.31	161.47
St. Clair & Western Railroad	14.78				1.49	16.27
St. Joseph, South Bend & Southern Railroad	40.20				7.25	47.45
Toledo, Canada Southern & Detroit Railway	55.10	3.43			106.17	164.70
<i>Total leased lines</i>	879.12	236.05			657.24	1,772.41
<b>BRANCHES</b>						
Canada Southern Railway (in Canada)	153.86	16.86			44.62	215.34
On Jackson, Lansing & Saginaw Railroad	73.72				91.20	164.92
Toledo, Canada Southern & Detroit Railway	3.50				9.13	12.63
<i>Total branches</i>	231.08	16.86			144.95	392.89
<i>Total leased lines and branches</i>	1,110.20	252.91			802.19	2,165.30
<i>Total main line, proprietary and leased lines</i>	1,723.58	530.58	5.71	5.71	1,349.54	3,615.12
<i>Carried forward</i>	1,723.58	530.58	5.71	5.71	1,349.54	3,615.12

*The Michigan Central Railroad Company**TABLE OF TRACKS (Concluded)*

Location	Miles	Second track	Third track	Fourth track	Sidings	Total
<i>Brought forward</i>	1,723.58	530.58	5.71	5.71	1,349.54	3,615.12
<b>LINES OPERATED UNDER TRackage RIGHTS :</b>						
Illinois Central Railroad, Kensington to Chicago	14.00	14.00				28.00
Grand Trunk Railway, Bridgeburg to Black Rock	1.19	.34				1.53
Grand Trunk Railway, at Battle Creek	.23					.23
Indiana Harbor Belt Railroad, Calumet Park to Union Stock Yards	30.02	30.02				60.04
Lake Shore & Michigan Southern Ry. Wagon Works to Toledo	6.31					6.31
Lake Shore & Michigan Southern Ry. South Bend to SS&S Junction	.72					.72
Chicago, Indiana & Southern Railroad South Bend to SS&S Junction	1.88					1.88
London & Port Stanley Railway, St. Thomas to London	14.99					14.99
New York Central & Hudson River Railroad, Suspension Bridge to Buffalo	23.84	23.84				47.68
<i>Total lines operated under trackage rights</i>	<u>93.18</u>	<u>68.20</u>				<u>161.38</u>
<i>Grand total, all lines operated</i>	<u>1,816.76</u>	<u>598.78</u>	<u>5.71</u>	<u>5.71</u>	<u>1,349.54</u>	<u>3,776.50</u>

*Recapitulation according to States*

States	Main line	Proprietary lines	Leased lines	Otherwise operated	Total
Michigan	221.00	298.31	696.58	.23	1,216.12
Illinois	6.07	29.00		44.02	79.09
Indiana	43.00	16.00	20.34	2.60	81.94
Ohio			11.79	6.31	18.10
New York				24.71	24.71
Canada			381.49	15.31	396.80
	<u>270.07</u>	<u>343.31</u>	<u>1,110.20</u>	<u>93.18</u>	<u>1,816.76</u>
<b>MILES OPERATED FOR</b>					
Passenger and freight service	270.07	321.05	1,094.67	34.10	1,719.89
Passenger service only				26.44	26.44
Freight service only		22.26	15.53	32.64	70.43
	<u>270.07</u>	<u>343.31</u>	<u>1,110.20</u>	<u>93.18</u>	<u>1,816.76</u>

## Annual Report

## MILEAGE STATISTICS

## LOCOMOTIVE MILEAGE

	1911	1910	Increase	Decrease
REVENUE SERVICE				
Freight locomotive-miles	8,196,818	8,362,722		165,904
Passenger locomotive-miles	6,620,226	6,595,574	24,652	
Mixed locomotive-miles	493,750	457,292	36,458	
Special locomotive-miles	26,555	11,422	15,133	
Switching locomotive-miles	5,381,356	5,972,637		591,281
Total revenue locomotive mileage	20,718,705	21,399,647		680,942
Non-revenue locomotive mileage	443,936	1,075,078		631,142
Total locomotive mileage	21,162,641	22,474,725		1,312,084

## TRAIN MILEAGE

REVENUE SERVICE				
Freight train-miles	6,690,038	6,853,846		163,808
Passenger train-miles	6,264,957	6,255,186	9,771	
Mixed train-miles	486,459	465,912	20,547	
Special train-miles	5,466	9,157		3,691
Total revenue train mileage	13,446,920	13,584,101		137,181
Non-revenue train mileage	148,237	495,480		347,243
Total train mileage	13,595,157	14,079,581		484,424

## CAR MILEAGE

REVENUE SERVICE				
Freight car-miles				
Loaded	193,821,290	193,379,154	442,136	
Empty	80,715,505	67,911,572	12,803,933	
Caboose	6,833,720	7,046,633		212,913
Total freight car-miles	281,370,515	268,337,359	13,033,156	
Passenger car-miles				
Passenger	13,896,678	14,513,075		616,397
Sleeping, parlor and observation	12,394,561	11,032,211	1,362,350	
Other passenger-train cars	19,218,249	18,085,926	1,132,323	
Total passenger car-miles	45,509,488	43,631,212	1,878,276	
Special car-miles				
Freight—loaded	92,235	86,210	6,025	
Caboose	5,453	6,341		888
Passenger	65	11,964		11,899
Sleeping, parlor and observation		102		102
Other passenger-train cars	39	14,214		14,175
Total special car-miles	97,792	118,831		21,039
Total revenue car mileage	326,977,795	312,087,402	14,890,393	
Non-revenue car mileage	1,471,687	9,229,196		7,757,509
Total car mileage	328,449,482	321,316,598	7,132,884	

*The Michigan Central Railroad Company***TRAFFIC STATISTICS****DESCRIPTION OF FREIGHT MOVED**

	1911	1910	Increase	Decrease
	Tons	Tons	Tons	Tons
<b>PRODUCTS OF AGRICULTURE</b>				
Grain	964,822	981,600		16,778
Flour	266,514	211,954	54,560	
Other mill products	254,395	238,941	15,454	
Hay	166,693	176,450		9,757
Tobacco	16,446	14,145	2,301	
Cotton	27,723	16,485	11,238	
Fruit and vegetables	328,552	166,143	162,409	
Other articles	430,737	432,772		2,035
<b>PRODUCTS OF ANIMALS</b>				
Live stock	358,479	335,110	23,369	
Dressed meats	154,779	97,151	57,628	
Other packing house products	88,283	88,917		634
Poultry, game and fish	25,415	22,140	3,275	
Wool	14,945	14,108	837	
Hides and leather	32,891	36,442		3,551
Dairy products	52,648	54,968		2,320
Other articles	52,736	40,233	12,503	
<b>PRODUCTS OF MINES</b>				
Anthracite coal	1,500,298	1,366,602	133,696	
Bituminous coal	3,292,795	3,384,241		91,446
Coke	391,149	332,514	58,635	
Ores	26,866	23,506	3,360	
Stone, sand and other like articles	1,786,814	1,718,570	68,244	
Other articles	320,683	272,617	48,066	
<b>PRODUCTS OF FORESTS</b>				
Lumber	1,017,388	1,155,982		138,594
Other articles	1,311,616	1,386,909		75,293
<b>MANUFACTURES</b>				
Petroleum and other oils	140,870	134,675	6,195	
Sugar	98,537	86,086	12,451	
Iron: pig and bloom	197,246	172,382	24,864	
Iron and steel rails	29,604	18,028	11,576	
Other castings and machinery	435,431	521,959		86,528
Bar and sheet metal	354,455	286,219	68,236	
Cement, brick and lime	481,223	448,377	32,846	
Agricultural implements	76,837	72,369	4,468	
Wagons, carriages, tools, etc	136,056	107,492	28,564	
Wines, liquors and beers	50,870	43,370	7,500	
Household goods and furniture	43,736	44,833		1,097
Other articles	2,316,439	2,276,663	39,776	
<b>MISCELLANEOUS</b>				
Other commodities not previously mentioned	1,483,782	1,595,525		111,743
<b>TOTAL</b>	<b>18,728,753</b>	<b>18,376,478</b>	<b>352,275</b>	

*Annual Report*  
**TRAFFIC STATISTICS (concluded)**

FREIGHT	1911	1910	Increase	Decrease
Tons of revenue freight carried	18,728,753	18,376,478	352,275	
Tons of company freight carried	2,535,064	3,113,726		578,662
Total tons of freight carried	21,263,817	21,490,204		226,387
Tons of revenue freight carried one mile	3,044,621,396	3,065,015,640		20,394,244
Tons of company freight carried one mile	148,477,990	196,075,882		47,597,892
Total tons of freight carried one mile	3,193,099,386	3,261,091,522		67,992,136
Miles of road operated in freight service	1,790.32	1,776.85	13.47	
Tons of revenue freight carried one mile per mile of road	1,700,602	1,724,972		24,370
Tons all freight carried one mile per mile of road	1,783,535	1,835,322		51,787
Average distance haul of one ton of revenue freight	163	167		4
Average distance haul of one ton all freight	150	152		2
Average number of tons of revenue freight per train mile	424	419	5	
Average number of tons all freight per train mile	445	446		1
Average number of tons of revenue freight per loaded car mile	15.71	15.85		.14
Average number of tons all freight per loaded car mile	16.47	16.82		.35
Average number of freight cars per train mile	39.21	36.66	2.55	
Average number of loaded cars per train mile	27.01	26.42	.59	
Average number of empty cars per train mile	11.25	9.28	1.97	
Total freight revenue	\$19,538,684.00	\$19,282,288.45	\$256,395.55	
Average amount received for each ton of freight	\$1.04	\$1.05		\$0.01
Average revenue per ton per mile	mills 6.42	mills 6.29	mills 0.13	
Average revenue per mile of road	\$10,913.51	\$10,851.95	\$61.56	
Average revenue per train mile	\$2.72	\$2.63	\$0.09	
PASSENGER				
Number of interline passengers carried	1,064,639	1,122,468		57,829
Number of local passengers carried	4,441,472	4,186,484	254,988	
Number of commutation passengers carried	429,475	483,295		53,820
Total number of revenue passengers carried	5,935,586	5,792,247	143,339	
Total number of revenue passengers carried one mile	383,674,618	373,462,351	10,212,267	
Miles of road operated in passenger service	1,746.33	1,720.35	25.98	
Number of revenue passengers carried one mile per mile of road	219,703	217,065	2,618	
Average distance each revenue passenger carried	64.64	64.48	.16	
Average number of passengers per train mile	56.83	55.57	1.26	
Average number of passengers per car mile	14.59	14.62		.03
Average number of passenger cars per train mile	6.74	6.49	.25	
Total passenger revenue	\$7,607,051.96	\$7,404,475.66	\$202,576.30	
Average amount received from each passenger	\$1.28	\$1.28		
Average revenue per passenger per mile	cts. 1.983	cts. 1.983		
Total passenger service train revenue	\$9,724,024.33	\$9,524,692.62	\$199,331.71	
Average passenger service train revenue per mile of road	\$5,568.26	\$5,536.49	\$31.77	
Average passenger service train revenue per train mile	\$1.44	\$1.42	\$0.02	
TOTAL TRAFFIC				
Operating revenues	\$30,164,490 16	\$29,694,815 71	\$469,674 45	
Operating expenses	20,746,231 18	21,628,906 26		\$882,675 08
Net operating revenue	\$9,418,258 98	\$8,065,909 45	\$1,352,349 53	
Operating revenues per mile of road	\$16,603 45	\$16,467 02	\$136 43	
Operating expenses per mile of road	11,419 36	11,994 14		\$574 78
Net operating revenue per mile of road	\$5,184 09	\$4,472 88	\$711 21	
Operating revenues per train mile	\$2 24	\$2 19	\$0 05	
Operating expenses per train mile	1 54	1 60		\$0 06
Net operating revenue per train mile	\$0 70	\$0 59	\$0 11	

*The Michigan Central Railroad Company**EQUIPMENT STATISTICS*

	1911	1910
Average mileage per engine (steam)	32,588	35,618
Average mileage per engine (electric)	23,797	9,751*
Cost of repairs per engine mile (steam)	cts. 6.11	cts. 6.28
Cost of repairs per engine mile (electric)	cts. 4.49	cts. 1.74*
Total capacity of freight train cars, tons	858,060	869,470
Average capacity of freight train cars, tons	35.45	35.24
Seating capacity of passenger cars	18,958	17,856
Average seating capacity of passenger cars	63	62
Average mileage per passenger train car	93,669	92,702
Average cost of repairs per passenger train car mile	cts. 0.728	cts. 0.774
Capacity of floating equipment:		
4 car floats { capacity 76 freight cars or 40 passenger cars		
{ average 19 freight cars or 10 passenger cars		

\*From September to December 1910 inclusive

*MISCELLANEOUS STATISTICS*

## CONSUMPTION OF FUEL BY LOCOMOTIVES

Total fuel, tons (all bituminous coal)	1,376,296	1,384,988
Average pounds consumed per mile run by locomotives in freight service	175	177
Average pounds consumed per mile run by locomotives in passenger service	111	107
Average cost of fuel per ton	\$2.08	\$2.03
Average cost of fuel per locomotive mile	cts. 13.67	cts. 12.51

## NEW STEEL RAIL LAID DURING THE YEAR

Tons 100-pound rail	8,023	12,246
Average price per ton	\$30.22	\$31.34

## NEW TIES LAID DURING THE YEAR

Oak	340,321	478,827
Chestnut	286,641	449,152
Cedar	18,444	47,379
Miscellaneous	260,540	97,361
	<hr/> 905,946	<hr/> 1,072,719
Average price at distributing points	cents 68	cents 69

*Annual Report***EQUIPMENT***(Including Equipment of Leased Lines)*

	Dec. 31 1910	Increase Added	Change of class and service	Decrease Retired	Change of class and service	Dec. 31 1911
<b>LOCOMOTIVES</b>						
For passenger service	140	10				150
Electric locomotives	6					6
For freight service	275			14		261
For switching service	144			2		142
TOTALS	565	10		16		559
<b>CARS IN PASSENGER SERVICE</b>						
Passenger coaches, wood	95				7	88
Passenger coaches, steel underframe	14					14
Smoking cars, wood	35		7			42
Combination cars, wood	29				1	28
Combination cars, steel underframe	2					2
Immigrant and excursion cars	72					72
Dining cars, wood	15					15
Dining cars, steel underframe	1					1
Buffet and cafe cars, wood	15	2		3		14
Buffet and cafe cars, steel	2					2
Mail, express and baggage cars, wood	128			4	2	122
Mail, express and baggage cars, steel	10	8				18
Mail, express and baggage cars, steel underframe	4		2			6
Officers' and pay cars, wood	6					6
Other cars in passenger service, wood	17				1	16
TOTALS	445	10	9	7	11	446
<b>CARS IN FREIGHT SERVICE</b>						
Box cars, wood	11361			226	25	11110
Box cars, steel underframe	3					3
Flat cars, common	2473	1		90	2	2382
Flat cars, steel underframe	93			1		92
Stock cars	732			63		669
Coal and coke cars, wood	2083			15	23	2045
Coal and coke cars, steel	301			1		300
Refrigerator and produce cars, wood	572			7		565
Oil tank cars, wood	32	1		4		29
Caboose cars	299	11	1	14	3	294
TOTALS	17949	13	1	421	53	17489



*The Michigan Central Railroad Company*

**EQUIPMENT** (continued)

(Including Equipment of Leased Lines)

	Dec. 31 1910	Increase		Decrease		Dec. 31 1911
		Added	Change of Class and Service	Retired	Change of Class and Service	
<b>CARS IN COMPANY'S SERVICE</b>						
Ballast cars	180					180
Derrick cars	4					4
Steam wrecking cranes	6			1		5
Cinder, push, gas and oil transport cars	25		23	1		47
Other road cars	591		31	27		595
Total	806		54	29		831
<b>MARINE EQUIPMENT</b>						
Ferry boats, side wheel, single deck	3					3
Ferry boats, screw, single deck	1					1
Total	4					4

**LEASED UNDER RENTAL AGREEMENT**

<b>CARS IN FREIGHT SERVICE</b>						
Stock cars	250					250
Total	250					250

**LEASED UNDER EQUIPMENT TRUST**

	Trust of 1907			Trust of 1910				Total Trust Equipment		
	Dec. 31 1910	Added	Retired	Dec. 31 1911	Dec. 31 1910	Added	Retired	Dec. 31 1911	Dec. 31 1910	Dec. 31 1911
LOCOMOTIVES										
For passenger service	5			5	18			18	23	23
For freight service					38	20		58	38	58
For switching service					11			11	11	11
Total	5			5	67	20		87	72	92
CARS IN PASSENGER SERVICE										
Passenger coaches, wood	6			6					6	6
Passenger coaches, steel underframe					9	6		15	9	15
Dining cars					4			4	4	4
Buffet smoking cars, wood	1			1					1	1
Buffet smoking cars, steel						2		2		2
Cafe cars						1		1		1
Combination cars, wood	8			8					8	8
Combination cars, steel underframe						2		2		2
Baggage, mail and express cars, steel		1		1		11		11		12
Total	15	1		16	13	22		35	28	51
CARS IN FREIGHT SERVICE										
Box cars, wood	1486		5	1481					1486	1481
Box automobile cars, wood	491		2	489					491	489
Box automobile cars, steel underframe					1998		7	1991	1998	1991
Flat cars, steel underframe	498		2	496					498	496
Coal and coke cars, steel	1000			1000	1300			1300	2300	2300
Caboose cars	21	8		29					21	29
Total	3496	8	9	3495	3298		7	3291	6794	6786
CARS IN COMPANY'S SERVICE										
Ballast cars	200			200					200	200
Total	200			200					200	200

*Annual Report*

*REPORT OF THE LAND COMMISSIONER OF THE JACKSON, LANSING &  
SAGINAW RAILROAD COMPANY*

DETROIT, MICH., JANUARY 31, 1912

MR. W. C. BROWN

*President Michigan Central Railroad Company*

NEW YORK

DEAR SIR—I respectfully submit herewith annual statement of the business of the Land Department of this company for the year ended December 31, 1911

## LANDS AND SALES

LANDS	Acres	Acres	Amount
Unsold January 1, 1911, according to patents	24,368.22		
Restored to market in 1911	<u>1,160.00</u>	25,528.22	
Sold during the year		<u>1,040.00</u>	
Unsold at the close of the year		<u>24,488.22</u>	

## LAND SALES ACCOUNT

Lands sold during the year	\$8,081 50
Less cancelled contracts	<u>3,804 09</u>
	<u>\$4,277 41</u>

## LAND CONTRACTS

Total amount due on contracts at the close of the year	\$5,133 73
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*The sales for the last five years are as follows:*

	1907	1908	1909	1910	1911
Acres sold	1,384.85	774.10	1,273.14	1,233.69	1,040.00
Average per acre	<u>\$7 96</u>	<u>\$6 31</u>	<u>\$5 86</u>	<u>\$4 65</u>	<u>\$7 77</u>
Land sales	<u>\$11,028 78</u>	<u>\$4,885 82</u>	<u>\$7,462 23</u>	<u>\$5,740 98</u>	<u>\$8,081 50</u>

*The Michigan Central Railroad Company***REPORT OF THE LAND COMMISSIONER OF THE JACKSON, LANSING &  
SAGINAW RAILROAD COMPANY (concluded)****RECEIPTS**

Cash on hand January 1, 1911	\$1,743 00	
From payments on land contracts and sales	8,051 36	
From interest	168 84	
	<hr/>	
Total		\$9,963 20

**DISBURSEMENTS**

Deposited to the credit of trustees	\$1,575 00	
For taxes	1,401 91	
For salaries and commissions	3,614 97	
For miscellaneous expenses	262 80	
Balance	3,108 52	
	<hr/>	
Total		\$9,963 20

NATHANIEL E. SLAYMAKER  
*Land Commissioner.*

*Messrs. Ledyard, Russel and Joy, Trustees*

Balance on hand end of 1910, as shown by report for that year	\$4,103 01	
Amount received from land commissioner during 1911	1,575 00	
Interest on land fund year 1911	56 70	
	<hr/>	
Total		\$5,734 71
Bonds purchased and cancelled during 1911 (\$2,000. less discount \$210.)		1,790 00
		<hr/>
Cash on hand December 31, 1911		\$3,944 71

